THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

Det Bol Isle & Winds
Ferry Co. 87

VOL. IX NO. 29. CLEVELAND, O., JULY 21, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

It is said that the wrecked schooner Lucerne has been sold by Mr. Corrigan, where she lies, to parties at Ashland.

It is reported that Mr. George Presley contemplates starting a shipyard at the foot of the old river bed, and that he has an order to build a steamboat after the model of the Horace A. Tuttle, his last launch. The dimensions of the boat talked of will be 285 feet over all, 270 feet keel, 40 feet beam and 26 feet depth.

The engine for Captain Thos. Wilson's last contract is being set up in the shop of the Globe Iron Works Co., and will soon be ready for shipment. The castings are as smooth and fair as any we have ever seen. The Globe Co. has probably built as many new engines and compounded as many old as any firm on the lakes.

Patrick Whalen, who has had a cosy job as engineer at the Commercial bank building, has superseded Engineer Daniel Conway in the steamer J. S. Fay. Mr. Conway is a capable and industrious engineer, and should not remain long without a steamboat. His address is 199 23d avenue, Cleveland, Ohio.

The H. B. Tuttle, in her last round trip between Cleveland and Duluth, towing two consorts, lowered her time 6 days. It has usually taken her 22 days to make the round trip. The aggregate of the down cargo of herself and consorts was 2960 tons of Ashland ore. Charles Mullen is master and Richard Masten engineer.

Meteorological summary for the week ending July 20:

Mean barometer	29.99
Mean temperature	79.4
Mean humidity	65.2
Total precipitation, inch	.0
Prevailing direction of wind	N.E.
Total wind movement	1077
Av. cloudiness	2.7
Av. state of weather	Clear.
Max. temperature, highest	95.2
Min temperature, lowest	63.6

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

With the increased tools and territory the Globe Iron Works Co. is adding to its present facilities, at a cost of about $350,000, and it is believed that they will be enabled to turn out a large freight steamboat every three months, and orders are not slow in coming in. This company has but anticipated the times. Some of the new machinery is already on the ground, and the construction of buildings well along. When the Berriman boat is launched at Quayle's yard in September, the Globe Co. will put on the blocks another steamer for the Mutual Transportation Co., and will employ about one thousand men.

The steel steamboat Cambria, Captain Wm. Cummings, Engineer McGinniss, is demonstrating that she has a speedy quality that must be respected by the greyhounds of the lakes. Her last run from Ashtabula to Escanaba was made in 43 hours 30 minutes, the quickest on record between the two ports. In a stern chase after the Jewett, which was 35 minutes ahead at Detroit the Cambria came up with her at the Shank. The round trip of the Cambria was made in four days and seventeen hours—113 hours. Evidence shows that the steamboats built by the Globe Iron Works Co. are great carriers, and when the fast ones come together speed will also be shown.

For some time past there has been talk here of a big contract for new vessel property, said to have been closed by the Globe Iron Works Co. Captain Mainard Mirch, representing the St. Paul, Minneapolis & Manitoba railway, has been figuring here and at Detroit and Buffalo for the building of from one to six steamboats, to be of the largest and best make. The result of the negotiations is that the Globe Co. has secured contracts for building two of the boats for the Manitoba Co., and it is possible that they have an understanding regarding the work to follow. The boats for which contracts have been let are to be duplicates of 282 feet keel, 40 feet beam, and 24 feet moulded depth. Their engines will be of the triple expansion kind, exact duplicates of those in the Cambria. They will cost a little more than $200,000 apiece. Neither of these boats will be out until the middle or latter part of next season. This is the starting of a line of steamers that will carry to Buffalo the greater part of the grain which the prosperous Manitoba railway gathers in the northwest.

BAY CITY.

Special to the Marine Record

Mr. Boutell, owner of the tug Peter Smith, has taken an extensive log towing contract on Lake Superior, and has placed the tug Anna Moiles in charge of the Smith's Ohio tow.

The heat was so severe during a number of days the past week that several stevedores, engaged in loading vessels, were prostrated, one man having died from its effects.

The barge Norway, owned by H. L. Shaw and others, came out of the Bay City drydock Saturday night, having received extensive repairs, calking, etc., to the amount of $1,500. The Norway has been chartered for six trips, Bay City to Cleveland, with dry lumber, of which she will take 600,000 feet each trip.

Messrs. Haskell, Shaw, and Deitzel with their tugs Wright, Haight & Harley, now hold the fort at Captain Geo. King's office, the Dickson having gone to work at Port Huron until times pick up on the Saginaw.

Parties are figuring on fixing up Oak Grove, on the east shore of Saginaw Bay, as a summer resort.

The steambarge R. Martini was in port this week. She loaded lumber for Buffalo.

The revenue cutter Fessenden was at the mouth of the river Thursday, looking up "schemes."

The barge Mary Stockton, in tow of the propeller Mineral Rock, left the river Thursday for Sacketts Harbor.

The steamer Eighth Ohio and consort were chartered Tuesday to carry lumber from Oscoda to Toledo at $2.25 per thousand. These charters are somewhat significant, and although they establish nothing so far as rates are concerned, they demonstrate the active demand for lumber carriers.

The tug Col. Camp, sunk all summer, has been raised.

It is reported that if other tows are brought into the lumber trade 60c per hour will be demanded.

Messrs. Boutell and Gordon's new steambarge is fast nearing completion, and will be ready to launch about August 1st. She will carry 1200 tons of ore.

The steamers Plow Boy and Handy Boy now make Reservation Beach swarm with excursionists.

SHAW.

MILWAUKEE.

The tug Welcome leaves here at noon Friday to tow here the hull of the burned propeller Champlain, which is to be rebuilt at the Milwaukee shipyards for the Northern Michigan line. A settlement has been made with the insurance companies.

James Sheriffs, a well known marine engine builder and propeller wheel manufacturer, died at his home in this city on the 18th, aged 64 years. Mr. Sheriffs was one of the best known men on the lakes and attained great success in the earlier days for his propeller wheels, and he has received orders for them from the most distant part of the country.

CHEBOYGAN.

Tug Leviathan raised the City of Sheboygan and towed her to Detour Friday night. The vessel is damaged but little and her own pumps keep her free. The Leviathan towed her to Chicago. The time employed in raising her was about five actual working days. This is considered one of the best wrecking jobs on record.

CHICAGO.

Special to the Marine Record.

The barquentine Constitution, Captain Robert Kerr, arrived here Tuesday morning, on her first visit this season, and brought along a cargo of coal from Cleveland with a freight of $1.25 per ton.

George Phillips, engineer on the steam canal boat Novelty, was drowned Sunday night at Hough's slip, near Keith's elevator. His body was found in the river Monday morning.

At the Chicago drydocks the propeller Acadia was in for repairs to her shoe; the schooner Len Higby for repairs to damage caused by collision at Rush street bridge, last week, some new frames and plank and a new foremast and jibboom; the steambarge Hattie B. Perene was in for repairs to stern bearing and shoe; the steambarge Africa for a new rudder; one of Fitzsimmons & Connell's dump scows for calking bottom; the steamer John A. Dix, schooner Jesse Drummond, barge R. J. Carney and propellers Worthington, J. L. Hurd and City of Traverse have received necessary repairs.

George Gilman returned last week from Europe, where he spent several pleasant weeks, visiting Ireland, England, France, and Germany. He enjoyed his visit exceedingly, and says he shall go over again ere long.

The schooner City of Sheboygan, wrecked last fall, has been raised and is on her way to this port, in tow of the wrecking tug Leviathan.

Captain Frank C. Greene, late deputy collector at Chicago custom house, has accepted an appointment with the Phœnix Insurance Co., of Hartford, Conn., with headquarters at No. 155 LaSalle street, Chicago. His many friends wish him success.

The Phœnix yacht club ragatta, held Saturday last, resulted in a match between the sloop yachts Minnie M., owned by Miller Bros., and the Ina, owned by Tim Bradley. It was an excellent race, from start to finish, the Minnie M. leading all around the fifteen-mile course, which she completed in 1 hour, 41 minutes, 53 seconds, but the Ina being 1 foot 6 inches shorter than the Minnie M., received a time allowance of 5 minutes, 15 seconds, and won the race and prize, a splendid barometer, by 4 minutes and 22 seconds, although her actual sailing time was longer than that of the Minnie M. It was a day that exacty suited the Ina. More wind would have favored the Minnie M. and would no doubt have made her win, in addition to which the Ina was sailed by old heads who knew her respective qualities; whereas, the Minnie M. was sailed by Captain Burcey and a crew who went on board only the day before.

There is a good demand for lumber vessels and freights are very firm.

Grain freights have been falling gradually, and on Tuesday many charters were made on wheat at 3c and 2⅞c on corn to Buffalo, and 5½ cents on wheat to Kingston. Two cents was offered on corn to Georgian Bay, but there were no takers.

The steambarge St. Joseph, Captain John A. Connelly, recently rebuilt at Manitowoc, arrived here last week. Her rebuild has made her look splendidly, and everything about her is as good and solid as it looks.

The total cost of the repairs for the schooner Kate Winslow as a result of her mishap at the Sault, is $1,650.

Ex-Commissioner Ender's late purchase, the excursion steamer Ivanhoe, is having a hurricane deck built on her, and will be ready for business in a week or ten days.

Wolf & Mowatt have sold their drydock on the west side of the south branch to the Chicago & Alton railroad company. This terminates the existence of the Chicago drydock company and for the present gives the Millers an undisputed monopoly of the business of repairing vessels. Wolf & Mowatt, however, have no idea of permanently withdrawing from the business and it is not unlikely that they will establish a large shipyard at South Chicago before long.

At Miller Bros.' drydocks the steambarges A. R. Colborne, Escanaba and T. D. Stinson were in dock for new wheels; the steambarge Josephine had her mast taken ont and scarfed; the schooner O'Harra was in dock for some new stringers, rail and calking; tugs Thomas Hood, Protection, Black Ball and Halliday had stern bearings fixed; tug Lorena was in for bottom calking; tug Babcock to have her garboard strake out and her limbers cleaned; the tug Morford for a new rudder pintle; schooner Fleet Wing for calking; the steam yacht Thistle to have her rudder pintle fixed; schooner Maggie Thompson received some repairs to her bow; the schooner Sunrise, which has received large repairs in the dock, was at the derrick and received new fore and main masts and fore topmast. She will be ready to sail at the end of this week.

The arrangements for the new bridge-opening scheme have been completed, and commenced working Wednesday morning. Commanders of vessels, wishing to go up or down the river, must in future report to the nearest bridge tender who will telephone to Vessel-Dispatcher Barret.

WILLIAMS.

BUFFALO.

The Express says the Lackawanna railroad company confirms the rumors which have been going for some time to the effect that it is to have a line of steamers. Freight Agent Fell said that it was settled that the company was to build or buy a line for use next season. This was inferred when the Grand Traverse was bought last month, but no assurance of the fact was given. Just what steps are to be taken to bring about this end Mr. Fell is not informed as yet, though developments are not far away, apparently. If Buffalo is to get the building of this contemplated line it may be a good thing, locally, for the Lackawanna people to build their boats, but otherwise this port is interested in seeing them buy the vessels. At present it seems to be less likely that Buffalo is to have a new drydock than a new shipyard. More drydocks are needed somewhere, for Cleveland is unable to accommodate her craft, and one of the Chicago docks has been sold and will be discontinued, but vessel men say the new large craft is not going to want so much dock work as the old schooners did, and there is a good chance of the industry falling off before long.

H. G. Trout, of the King Iron Works, Buffalo, N. Y., is building a fore and aft compound marine engine, with cylinders 22 and 40 diameter, by 40 stroke, for James Davidson, Bay City, Mich. One of same size as above for the Milwaukee Shipyard Co., of Milwaukee, Wis. One marine engine fore and aft compound, with cylinders 28 and 50 diameter, by 45 stroke, for George Berriman, of Cleveland, O., Mr. Riter, of Buffalo, builds the boilers for this boat. Mr. Trout has also closed contract for same size as Berriman's engine, with R. Mills & Company, Buffalo N. Y. He is also to build for Frank Parew, of Buffalo, N. Y., one of his double steeple compound engines for new boat to be built, with two 22 and 44 diameter cylinder by 48 stroke. Besides this he is making wheels for the steam yachts Electra and Skylark, of New York, and steam yacht Restless, of Philadelphia.

Dredging is progressing quite rapidly at the Tifft Farm. Hingston & Woods have about bottomed out the cross canal at the south of the system and will soon proceed to canal No. 3, which only needs cleaning out. Already large vessels can enter this canal from the Blackwell. Col. McIntire has the east side of No. 3 nearly docked and it will be ready for leasing to lumbermen soon. A part of it will be temporarily used for handling iron. As all of the older docks at the Tifft Farm are in use this addition is quite necessary.

(Continued on 5th page.)

THE LYCOMING JEWETT ARBITRATION.

[Official to the MARINE RECORD.]

There has been so general an interest in this arbitration, as being the first under the Lake Carriers' Association rules, and it is of such importance, not only as a possible precedent but in itself, that the following statement of the routine followed, with synopses of the arguments submitted, has been prepared, with consent of the parties in interest.

The request for arbitration was submitted March 8, 1887, and was signed jointly by E. T. Evans, western manager of the Erie and Western Transportation Co. (Anchor Line), the owners of the Lycoming, and by W. Bullard, general manager of the Union Steamboat Co., the owners of the Jewett. It rehearsed briefly that, on the 24th of November, 1886, in the forenoon of that day, the steamer H. J. Jewett was in the vicinity of the Manitou Islands, Lake Michigan, in a gale of wind, showing a signal of distress. That the steamer Lycoming responded to her signal, reaching her about 11 a. m., and found that she had lost her rudder. That the Lycoming took the Jewett in tow, and arrived with her at South Manitou harbor about 3:36 p. m., being occupied about 4 hours and 36 minutes. That the managements of the different properties, being unable to agree as to the compensation to be made for this service, asked the intervention of the Lake Carriers' Association, to constitute a committee of arbitration, as provided by its rules.

Upon receipt of this request the secretary at once asked each side to select a disinterested arbitrator from the board of managers, these two to choose the third, and reminded them that in case the three arbitrators were not so chosen, and the secretary advised, within ten days, the vacancies might be filled by a disinterested vice president, selected by lot by the secretary. Mr. Bullard appointed as his arbitrator Mr. S. D. Caldwell, of Buffalo. Mr. Evans chose Captain Thos. Wilson, of Cleveland. The third member of the committee, selected by Messrs. Caldwell and Wilson, was Captain James W. Millen, of Detroit. He was not chosen within the ten days' limit, owing to delay through the absence of Captain Wilson from home, but recourse to any other method of appointment was waived.

April 7 the secretary notified Messrs. Bullard and Evans that the committee was appointed, and called for a written statement from each side, of its view of the question at issue. April 23, both papers having been submitted, Captain Millen was so notified, and was asked to arrange as early a meeting of his committee as practicable.

The committee met at Buffalo the morning of May 13. As soon as they came to order the two arguments were presented them by the secretary, and a copy of Mr. Bullard's paper was sent to Mr. Evans and of Mr. Evans' to Mr. Bullard.

Mr. Evans' paper called attention to the fact that the close of November, 1886, from the 22d to the 25th, had been one continuous period of storm and disaster, almost without precedent on the lakes in loss of life and property. That the circumstances of the case should be looked at as they appeared at the time, and not as they might seem now, months after the event and in an easy chair in a comfortable office. The Lycoming, on the day before she met the Jewett, grounded on a sand spit, off Northport Bay, and, though not in distress or in danger, was obliged to pay a bill of $500 to the propeller Champlain for getting her off. That the Jewett, when sighted, had lost her rudder, and the action of the Lycoming in towing her to a place of safety, at the risk of peril to herself, a valuable vessel, rescued from a great risk and a possible total loss a helpless ship and cargo with some $400,000, and many valuable lives. The owners of the Lycoming sought the views of various disinterested parties before rendering their bill, and were advised that the service was worth 50, 30, 25, 20, 15, 10, and 5 thousand dollars. They decided to render a bill for $15,000, but, hearing that this amount would be protested against, and influenced partly by a desire to avoid establishing a salvage custom such as prevails on the ocean, they reduced their charge to $10,000, and rendered bill for this amount January 3, 1887. Finding that even this charge was considered unduly high by the Union Steamboat Co., and desiring to have it corrected by competent and disinterested parties, and at the same time to inaugurate a custom that might prove beneficial to the general lake marine, they addressed a letter January 6 to the board of managers of the Lake Carriers' Association, voluntarily suggesting an appeal to arbitration, and calling for the establishment of some fixed routine for deciding such cases. They strongly urged that any policy of charging that would discourage effort to assist vessels in distress would be a narrow policy and a grave error. That the compensation should not be measured by the time occupied by the Lycoming, but by the conditions and hazard attending the service, and its value to the Jewett. The paper closed with a statement that the fact that the bill of the Lycoming was for $10,000 should not prejudice the committee from awarding more than this sum should they consider that the facts and a sound public policy so required.

Mr. Bullard's statement was accompanied by affidavits from the master and mate of the Jewett, and a tracing from the chart showing the locality. The affidavit of the Jewett's captain stated that he was past 40 years of age, had acted as mariner on the great lakes for over twenty years, and as master for thirteen. That at 6 p. m. on the 23d of November the Jewett lost her rudder in a heavy sea, being then about six miles from the north end of the North Manitou islands. That with different appliances and proper management she rode out and weathered the storm, and the next morning at 11 a m. was making the North Manitou islands slowly, by the manner in which she was working her engines, when she saw the Lycoming about six miles away, and called her by setting a distress signal and blowing a whistle. That the captain of the Lycoming, on its being explained to him what was desired, said he would come alongside of the Jewett and make fast and tow her in that way. The captain of the Jewett suggested that it would be better to take the Jewett's hawser which was done, and the Lycoming towed her to South Manitou island, a distance not exceeding fifteen miles, the time not exceeding five hours. That at the time the service was asked and rendered the storm had abated, and the Jewett was in no imminent danger, and could undoubtedly have got to North Manitou island, without assistance, before 7 o'clock in the evening. That the Lycoming went not more than nine miles out of her course, and lost not more than four and one-half hours on her trip to Chicago. That the Lycoming was at no time in any danger of injury, the assistance being rendered in daylight and clear weather. The affidavit of the mate of the Jewett certified that he was 45 years of age, had been for twenty-six years a mariner, was well acquainted with the captain of the Jewett, and the circumstances of her assistance by the Lycoming, and that the captain's statement was true in every respect. Mr. Bullard's paper briefly called attention to these affidavits, laying stress on the time occupied in the service, and on the offer of the Lycoming to take the Jewett alongside, which seemed to him conclusive that she could have worked her way unaided to anchorage, as claimed by her master. The referees, as practical men, would appreciate the point that no prudent master would propose to take another ship alongside in extremely boisterous weather.

The referees, having carefully considered both papers, called for the logs of the two vessels, for more detailed information as to some of the circumstances, and for the direction and stress of the wind, etc. The contestants, being called upon by telephone, both waived their right to appear in person or by proxies, and to submit counter-evidence. The feeling of the arbitrators was from the first unanimous that the compensation should be liberal, and such that the Lycoming's interest, if again placed in a similar position, would be clearly toward assistance. There was also, however, a strong feeling that the heavy salvage awards common on the ocean should not receive countenance on the lakes, and that the award should not be so large as to bear too heavily on the rescued property. Their decision was as follows, awarding $8,000 to the Lycoming:

"The board of arbitration appointed under the rules of the Lake Carriers' Association to settle the claim of the steamer Lycoming for services rendered the steamer H. J. Jewett on Lake Michigan, November 24, 1886, having carefully considered the statements submitted by both parties in interest, and having examined the logs of the respective vessels as entered at the time, decide as follows, their feeling being that the Lycoming should be so compensated as to liberally pay for the assistance rendered and risk incurred, yet without recognizing any principle of salvage.

"The owners of the Jewett shall pay to the owners of the Lycoming $8,000, with interest at 6 per cent from March 3, 1887, this being sixty days after the date of the bill rendered by the Lycoming.

[Signed] S. D. CALDWELL,
JAMES W. MILLEN.
THOS. WILSON.

Buffalo, May 13, 1887."

It was felt, however, that this decision should not be considered as a precedent, but that each subsequent case should be judged entirely on its own merits. This decision was at once communicated by the secretary, in writing, to both parties interested, with a reminder that notice for appeal must be entered, in writing, within ten days from the date of the decision. The Anchor line accepted the award.

The Union Steamboat Co., on the 21st of May, entered formal notice of their desire to appeal.

There was considerable delay in choosing the appellate committee, it proving very difficult to get five managers, who would satisfactorily represent the lake interests, together at Buffalo in the height of the navigation season. By the rules Mr. Bullard was obliged to retain his first arbitrator (Mr. Caldwell), Mr. Evans also retaining Captain Wilson. Each was to choose an additional arbitrator, these four to select the fifth. It was held that Captain Millen, the third member of the first committee, would not be a proper man to choose on the appellate board, as this would make a majority of the appellate body already committed to the original award. Mr. Evans selected W. P. Henry, of Buffalo, for his second man, Mr. Bullard choosing R. P. Fitzgerald, of Milwaukee. The final member of the appellate committee was arrived at by each of these four sending to the secretary the names of three managers who would be satisfactory to him to fill the place, agreeing, also, to be satisfied with the choice of a majority of the four. Mr. H. M. Hanna, of Cleveland, was the only person selected by such majority. It was found, however, that Mr. Hanna was shortly to leave home on a protracted journey, and the only date he could set prior to his return, for the committee to come together, was one that the other members could not meet. His resignation was, therefore, accepted, and by the same process, Mr. James Ash, of Buffalo, was selected in his place. A further change being subsequently caused by the necessary resignation of Mr. Fitzgerald, Mr. Bullard appointed in his place Mr. David Donaldson, of Buffalo.

The appellate board, consisting of James Ash, S. D. Caldwell, Thomas Wilson, David Donaldson, and W. P. Henry, met at Buffalo June 29. The original papers were again read, and also additional papers submitted by both sides. Mr. Bullard's second paper objected to the award for two reasons: First, great injustice in the amount; second, as a grievous mistake in view of its ultimate effects upon the interests of the lake marine generally. He stated that no court of law had ever awarded over $2,500 for any service to a vessel in distress on these Lakes, and this amount only in one case, the A. J. Smith vs. the barge Rice. The Rice was deserted by her crew, steering gear gone, near a rocky shore, with the wind blowing directly on, and the whole work of rescue took about five days. Another comparatively recent case was that of the steamer Scotia vs. steamer Peerless, in September, 1877. The Peerless was a valuable steamer, in a very critical and perilous situation, and was towed by the Scotia to South Manitou, the time consumed being about the same as on the Jewett. The Scotia libeled the Peerless for $15,000. The litigation occupied three years, and ended in an award to the Scotia of $2,000 from the United States supreme court.

Mr. Bullard further claimed that the value of the rescued vessel should not affect the award, and that it never had been recognized by the law courts in the litigation of lake cases. That the award to the Lycoming by the first committee did recognize this principle, thereby introducing upon the lakes, in spite of its statement to the contrary, the idea of salvage. He thought it indisputable that the value of the Jewett and cargo was a factor in fixing the award, and that if the award was allowed to stand, "salvage" would at last have reached fresh water through an agency which promised good things instead of calamities. This is the initial arbitration under the rules of the Lake Carriers' Association. The cheapness of its methods is greatly in its favor, but if results in awards are to contrast unfavorably with those of the courts, the plan will be short lived.

There are but two things, Mr. Bullard continued, which should be regarded in an award of this kind: First, the peril of the relieving vessel; second, the value of the towing service. The peril of the vessel in distress, or the value of that ship or cargo, should not weigh in the slightest under lake rules of law or usage. The peril to the Lycoming and cargo, he thought, would be liberally offset by $1,000. The risk to the cargo, however, should not be considered, as it was covered by insurance, paid for by the shippers, and the Lycoming's bills of lading expressly permitted towing and attempts to save life and property. As to the vessel's peril, he considered $500 a fair contribution to the Lycoming's season insurance for this comparatively momentary risk. For the towing service, at $50 per hour, he would add $250 more, making $750, as a full and just compensation for the service, which did not exceed five hours. The bill of the Anchor line he claimed to be just what they admitted a bill should not be—"an unfriendly attempt to profit by the misfortunes of others." Mr. Bullard's paper closed with a strong plea against any theory that a large pecuniary reward was necessary to induce efforts to relieve vessels in distress. He demurred *in toto* this idea, as impeaching the manhood of the brave and hardy men to whom we entrust the life and property on board of the enormous vessels we are now putting afloat on these lakes. Should one of these men refuse to go to the relief of distressed mariners the cry of execration which would resound from Duluth to Ogdensburg would cause the guilty man to envy "Skipper Ireson" for the remainder of his life. While thinking that a mistake was made in the amount of the first award, he wished it clearly understood that he did not impugn the motives of the committee, or any member of it.

Mr. Evans' paper simply called attention again to the fact that the bill of the Anchor line was rendered after due and careful deliberation, and was $5,000 below the sum that seemed to them equitable after a thorough review of all the facts, and of the disinterested views of others whose opinions were sought. That the award was a disappointment, but was accepted as being the unanimous verdict of three practical, experienced and disinterested experts. That the present committee should not be influenced by the smallness of the first award, nor the amount of the bill rendered, but should award the full sum that the facts in the case and sound, liberal, public policy might render judicious and proper.

Both Mr. Evans and Mr. Bullard appeared before the appellate committee, and spoke briefly, but offered no counter evidence of importance.

The decision of the appellate board, which was made unanimous, reduced the amount to $5,000 as follows:

BUFFALO, June 29.

The appellate committee, chosen under the rules of the Lake Carrier's Association to settle the claim of the steamer Lycoming for services rendered the steamer H. J. Jewett on Lake Michigan, November 24, 1886, have carefully considered the statements submitted by both parties in interest, both to the first arbitration committee and to this appellate board, and having examined the logs of the respective vessels, as entered at the time, decided as follows, having in mind the very dangerous season of the year in which the service was rendered, and the valuable character of both steamers.

The owners of the Jewett shall pay to the owners of the Lycoming for her services in towing and rescuing the Jewett, $5,000 with interest at six per cent from April 3, 1887, this being ninety days after the date of the bill rendered by the Lycoming.

JAMES ASH,
DAVID DONALDSON,
W. P. HENRY,
S. D. CALDWELL,
THOS. WILSON.

The feeling of the committee was that the Jewett was in a very precarious situation, considering the dangerous season of the year, and that the prompt and hazardous service of the Lycoming was of peculiar value, both as saving the vessel, cargo and crew from a considerable risk, and in the saving of valuable time. The actual service, however, proved short for the Lycoming, and the committee thought the award of $5,000 should be satisfactory to both vessels.

It is hardly probable that there will soon be another award as high as this. The Jewett and Lycoming are both unusually valuable, steamers, and November an especially dangerous month. The committee was composed of representative men, from large and small vessel interests alike, and should fairly represent the feeling of the general lake marine. The award is final.

The entire cost of the first arbitration, including fees, travelling expenses, etc., was $62.00, which was divided equally between the two parties. The appeal cost $88.26, and was paid for by the party appealing.

On Tuesday, July 7th, John Roost, aged eight years fell into the lake at Holland, Mich., at a point where the water was fully twenty-five feet deep. Jacob DeFeyter, for several years a member of Muskegon life saving station but now employed in Werkmans factory, came upon the scene and succeeded in rescuing the child after it had been lost to sight. DeFeyter being fully acquainted with the resuscitation drill of the life saving service began work and in about two hours he revived and at last accounts was improving nicely.

Our old patrons, the Penfield Block Co., Lockport, N. Y., report a good volume of business, and considerable in excess of last season, about the only drawback being the extremely low prices. To make up in quantity for reduced profits they have decided to engage extensively in the manufacture of wooden snow shovels and the cheapest wood horse hay pulley on earth and self oiling at that. To this end they have been putting in a line of improved machinery, and they expect to largely increase the present volume of their business. As soon as cuts and matter can be made ready they will be shown in their space.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " ..	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	•6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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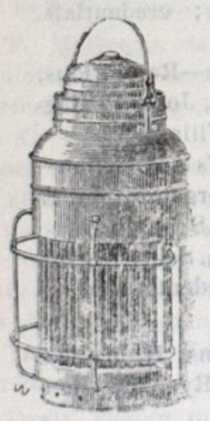

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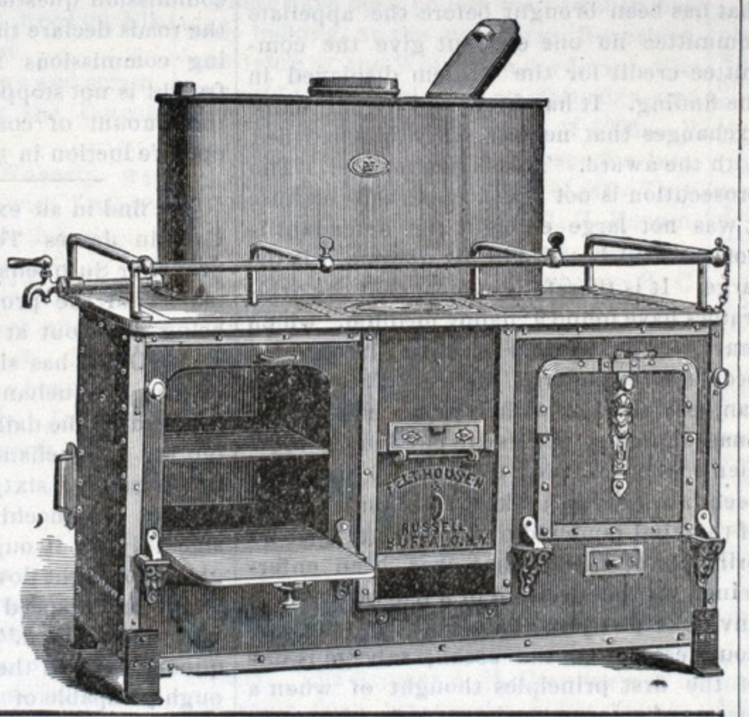

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JULY 21.

THE GRANARY.

Some months since we advanced an opinion that Buffalo would this year assume the position of the great grain center of the United States and possibly of the world. That facts are now bearing out that assertion it is unnecessary to repeat. The season is but half over and already the Buffalo papers are beginning to realize that such is the case, and are demanding more storage room, more elevator activity. That Buffalo has not storage capacity to accommodate the vast amount of grain that will come down from the upper lakes, if the inter-state commerce bill works honestly, is beyond doubt.

As the Buffalo Express says, "this is winning talk, but it is true. Let us promote the object. Let us insist that all the elevators that have been lying idle in Buffalo be put to work; that they enter into the business for which they were built and assist in providing for the discharge of the vessels that come under their shadow. Buffalo is practically at the foot of the lakes, inasmuch as the Canadians have assumed the key to Lake Ontario. All the great depots of the west and northwest are tributary to Buffalo or may be made so. The vast harvests of Illinois and Iowa are taken to Chicago and subsequently shipped to Buffalo by lake carriers; Duluth gathers the enormous wheat crop of Minnesota, Dakota and beyond; the grain export of Indiana and that belt finds its way to Toledo." All this being acknowledged true, where must this grain go to find its way to the seaboard? To Buffalo, of course. The lakes are, as the Express says, like a funnel, made to bring the whole stream of western breadstuffs to her lap. For distributing she is as well prepared as for receiving. No city in the country has such railroad and canal facilities. The greatest canals and railroads, the most powerful trunk lines of American commerce are her carriers to the seaports of the east. There is no climate that can surpass that of Buffalo in the storage of grain. At New York it can not be safely stored. At western points it is too far from market to be held in an active season. At Buffalo it is safe and within forty-eight hours call from New York.

"In the nature of things, then, Buffalo ought to be the great granary of the continent, the magazine of the American grain trade. That it is not so is simply because she is not provided with the storage room required. Buffalo elevators have less storage capacity than those of Duluth, and not half that of Chicago, while in fact she ought to be provided with more storage capacity than both of those places."

Give Buffalo elevators that will take in half the surplus grain crop of a season and hold it for delivery as it is wanted and let that city have organizations to guarantee weights and quantity of grain received and the grain trade of the country will have its headquarters there.

The MARINE RECORD has said and reiterated that this grand future for Buffalo can not be attained under the present condition. The iron ring of the old organization must be broken, fealty to new theories must be grown, the germ must be propagated, courageous men must take a hand and all the elevators lying idle must enter into the competition with honesty of purpose. If they do not they will find at an early day that they are necessary to the combination. The time is fast approaching when the entire system as known to Buffalo will be superseded and the pneumatic system will be adopted. When this revolution occurs, and unless Buffalo elevator men provide against it in due time come it must, as it is the elevating system of the lakes is not perfect. Every day we have notice of shortage, and when our grain reaches the seaboard it is rated down, not only on account of mutilation but heating. The pneumatic system, if it could be made practicable, would correct all evils and do a sight of good.

By a concerted movement an organized elevating interest might effect arrangements with each of the great railway lines to the seaboard to secure the use and responsible control of docks, tracks, scales, barges, etc., for the prompt transfer of grain from cars to vessels at every important eastern port, and guarantee weight and quality. The last named condition is one of the utmost importance. Buffalo being the recipient of the grain shipment from all ports should be enabled to show that she is in position to be honest in her transactions, and give measure for measure.

LAKE SALVAGE.

On another page will be found a very complete analysis of the arguments of the parties to the Lycoming-Jewett case. The impartial mode in which the conclusion was arrived at can not but command the admiration of all interested in the matters of the Lake Carriers' Association. The object of the association is to settle all disputes and damages by arbitration and in this first case that has been brought before the appellate committee no one can but give the committee credit for the wisdom displayed in the finding. It has been said by our daily exchanges that neither party was satisfied with the award. This is but natural. The prosecution is not satisfied perhaps because it was not large enough; the defendant is not satisfied because in his opinion it is too large. It is therefore evident that the arbitrators have found a "happy medium," which must in the wisdom of all right minded people be considered justice. That justice can be arrived at with so small cost seems unaccountable. Cases are cited in the arguments that no more than $2,500 has ever been awarded to a lake vessel for a service of the kind rendered to the Jewett; that no principle of salvage has ever been entertained in the decision of a federal court in any lake district. This may be true and doubtless is. On the ocean, salvage is one of the first principles thought of when a master of a vessel deviates from his course to render assistance to a vessel in distress: Why is this prevalent? Because he is certain that in the exegencies of the case that he will be rewarded according to the services rendered. If the salvage system works well on the ocean, if it stimulates masters, in no wise bound, except by the instincts of humanity to go to the relief of fellow mariners, why should not the same principle obtain on the lakes. It is a well known fact that many vessels in distress have been ignored by passing steamers because the risk of attempting rescue is much greater than the award that is likely to be obtained.

Although a master of a vessel considers it his duty to assist a vessel in distress, he hesitates long before he will deviate from his course and incur extra expense before he will assist such vessel. Why? Because he does not expect adequat reward.

While it is not considered by many to be policy to establish the principle of salvage on the lakes for the saving of a ship and her cargo the belief obtains among many others that there is as much justice in salvage on the lake as on the ocean. That is that there is as much danger attached to the saving of vessel here as there. A master considers that in case he should decline to go to the relief of a vessel when he is convinced that it is in distress he is aware that he merits and will receive the denunciation of all right minded mariners, even if the action is purely a voluntary one.

While we hold that proper compensation should be paid for a grand service to a disabled vessel, and that the value of each vessel should be taken into consideration, we do not entertain the belief that the sailor is not likely to ask a small, or in many cases, a reasonable sum. Therefore, we think that the plan of the Lake Carriers' Association to arbitrate on such claims is a good one and hope that hereafter we will never be called upon to print another case of the kind (referring to that of the Lycoming and Jewett) that could not be settled by arbitration.

That is all facts duly considered should prevent all lake vessel owners from going into the federal court for justice. The prosecution should not bring an exorbitant charge, nor the defendant object to a reasonable charge. We think the parties to the first case under consideration by the Lake Carriers' Association have been wise in each of its phases and trust that all other cases that may come before the appellate committee may be decided with the same wisdom and give the same reason for satisfaction to all in interest.

BEFORE the inter-state commerce law went into effect the favorite practice of the railway which desired to cut rates and discriminate in favor of large shippers was to grant rebates. This being prohibited by the new law some of the western roads have now hit upon a plan by which they will still be able to discriminate in favor of certain shippers. Instead of granting rebates the railways, it is claimed, are now paying commissions to parties securing them large shipments of freight. One of the western roads is said to be paying 10 per cent. of the regular cut rates to parties securing business for it. While these roads pretend to pay such commission to freight solicitors only, yet it can easily be seen that the commissions can be paid to any member of a large firm on the pretense that such party is a freight solicitor and consequently discriminations in favor of certain firms of shippers can be practiced to the same extent as if rebates were still being paid. The practice of paying commissions for the sale of tickets has long been and is still in use by most of the western roads but has never been tolerated on freight business. The application of the commission principle upon freight traffic by some of the roads is likely to bring the commission question to a focus. Several of the roads declare that if the practice of paying commissions for the procurement of freight is not stopped at once they will meet the amount of commissions paid with an open reduction in tariff rates.

WE find in an exchange a statement that Captain James Todd, late master of the propeller Susquehanna, has been appointed master of the propeller Northerner, now being fitted out at Cleveland, and that Captain HOGG, has since come into command of the Susquehanna. Captain HOGG is credited by the dailies as saying that he will put the Susquehanna through from Buffalo to Chicago in sixty hours. He says: "At present her machinery is not working as smoothly as it ought to, but when her engine is brought down to its bearings," he is "confident a speed of fifteen miles per hour will be attained." The exchange above quoted, says "if there is anyone who is thoroughly capable of developing the speed of the Susquehanna it is Captain HOGG." This assertion is, perhaps, all right in the light that is carried by our exchange, but we would like to ask if there is no engineer on that steamboat? If there is, Captain HOGG can not prevail against the usual running time of the Susquehanna unless his business qualifications are greater than those of Captain Todd, or that his engineer knows more about the manipulations of the valve than is customary.

A dispatch from Washington says: "A question was recently presented to the treasury department as to the right of foreign steamers to take excursion parties from Buffalo to pleasure resorts on the Canadian shore of the Niagara river and return. The collector of customs at Buffalo has held that such practice is prohibited by the eighth section of the act of congress approved June 19, 1886, which prescribes a penalty of $2 a head against the owner of any foreign steamer which carries passengers between two or more American ports. The question was referred to the solicitor of the treasury and he has given an opinion that there is nothing in the law to prevent foreign steamers from taking passengers from an American port into foreign territory and returning with them to the same American port, provided no trading is done at other American ports on the route. He holds, however, that a steamer engaged in such traffic would be subject to the foreign inspection laws."

WE take this occasion to acknowledge the receipt from the commissioner of navigation, C. B. Morton, a copy of the annual report of that department. This report is full of interesting statistics and comments on the existing conditions of the merchant marine of the United States.

THE SAULT CONVENTION.

The waterway convention was called to order on Wednesday, by Mr. Towns, of Detroit, who nominated Mr. Phelps, of Duluth, as temporary chairman. Mr. Phelps made some very happy and pertinent remarks on the opening of the convention. Hon. Jay Hubbell suggested that each organization name one delegate as a committee on organization, and the suggestion was adopted. The secretary reported the following delegates as members of the committee on permanent organization:

Cleveland—Resolutions, George H. Ely; organization, E. B. Lockwood; credentials, B. L. Pennington.

Detroit—Resolutions, J. L. Chipman; organization, J. W. Westcott; credentials, J. S. Farrell.

Columbus—Resolutions, organization and credentials, George H. Converse.

Chicago—Resolutions, P. R. Chandler; organization and credentials, N. E. Lawrence.

New York—Resolutions, T. Higgins; organization, C. B. Fisk; credentials, S. S. Fuller.

Redwing—Resolutions, O. M. Hall; organization and credentials, F. M. Wilson.

West Superior—Resolutions, A. W. Stow; organization, C. H. Sunderland; credentials, Charles Masachern.

Superior—Resolutions, James Barton; organization, C. S. Catlin; credentials, E. B. Banks.

Traverse City—Resolutions, organization, and credentials, Perry Hanna.

St. Paul—Resolutions, H. M. Rice; organization, R. Blakely; credentials, Geo. R. Finch.

Buffalo—Resolutions, organization and credentials, John M. Farquhar.

Ashland—Resolutions, H. C. Higgins.

La Crosse—Resolutions, Joseph Clarke; organization, S. D. Cargill; credentials, J. B. Canterbury.

Chicago Board of Trade—Resolutions—J. Lowell.

Minneapolis—Resolutions, J. Atwater; organization, C. M. Loring; credentials, A. Kelly.

New York Board of Trade—Resolutions, organization and credentials, J. Waldo Smith.

Houghton—Resolutions, Jay A. Hubbell; organization, F. B. Dunston; credentials, Wm. J. Ryan.

Mankato Board of Trade—Resolutions, John C. Wise; organization, John F. Megher; credentials, John A. Willard.

Minneapolis Business Men's Association—Resolutions, E. H. Loyhd; organization, E. R. Smith; credentials, C. G. Spaulding.

Duluth—Resolutions, A. L. Seip; organization, John G. Barnum; credentials, M. B. Baldwin.

Sault ste Marie—Resolutions, H. M. Seymour; organization, Thos. Ryan; credentials, O. M. Fowler.

Sault ste Marie Business Men's Association—Resolutions, G. A. Cady; organization, F. W. Burdick; credentials, R. E. Watson.

Marquette—Resolutions, organization and credentials, Wm. Orr.

Letters of regret were read from ex-Governor Gray, of Indiana; Senator Wm. M. Evarts, of New York; Hon. John Sherman, of Ohio; Hon. S. M. Cullom, of Illinois; Hon. Geo. F. Hoar, of Massachusetts; Hon. D. M. Sabin, Minnesota; Senator Sawyer, Wisconsin; Hon. Wm. Phelps, New Jersey; Hon. Isaac Stephenson, Wisconsin; Hon. Wm. Cogswell, Massachusetts; Hon. Mark S. Brewer, Michigan; Hon. G. E. Adams, Illinois; Hon. B. McCutcheon, Michigan; and M. P. Haughan, Wisconsin.

Senator Palmer, of Detroit, was chosen chairman and George H. Ely, of Cleveland, chairman of the executive committee. Resolutions were adopted reciting the national interests involved and the large amount of money needed for the proposed works, making them so exceptional as to require that they be taken from the general river and harbor bill and be dealt with by a special bill, appropriating the whole sum estimated as required to be held subject to the draft of the secretary of war. Michigan congressmen are urged to devote special energies to this end.

THE NEW SHOAL.

The following letter explains itself:

BUFFALO, July 15.

Captain Geo. P. McKay, Cleveland:

SIR: Commander Elmer, of the 9th light-house district, and the lieutenant of the U. S. steamer Dahlia, called on Mr. Owen yesterday at Chicago, and gave him a description of the shoal above Waugoshance. They say there is about half an acre of water at from 17 to 20 feet, with boulders with from 13 to 16 over them. The largest is from 4 to 6 feet, the smallest not over 1 foot. An 11 foot spar buoy has been placed on the shoal, and a can buoy will be placed there next spring.

The only way to get the obstructions removed is through the next river and harbor bill. We will take it up with congress next winter, through some representative from Chicago, probably. Yours truly,

FRANCIS ALMY, Sec'y.

[*Around the Lakes Continued from 1st Page.*

DETROIT.

Special to the Marine Record.

Captain Orville Green, of the John F. Eddy, has been appointed to command the steamer Calumet, Captain McQueen going in the Eddy.

The new steamer R. P. Fitzgerald, building at Springwells will be launched Saturday. Her dimensions are 256 feet keel, 272 feet over all, 38½ feet beam, and 22 feet hold. She has steel shelf pieces 36 inches wide by ⅞ths thick, diagonally strapped, steel cord and angle irons uniting the cord with the shelf pieces making a very admirable fastening. Her cabins are finished in mahogany and are roomy and well arranged. Her engine is 28 by 40 and 48 by 40 and her boilers are of ⅝ steel 9½ feet shell by 14 feet long and will carry 2256 tons and cost $125,000. She will swing a 12 foot wheel. Her fit out will be the best that can be provided including the Providence steam windlass with steam capstan aft, and steam steering gear. Felthousen & Russell signal lamps. Captain F. N. LaSalle, who brought out the Wiley M. Eagan this season will be in command; Frank Keating, chief engineer; Louis Powell, of Cleveland, mate; Captain H. Long, formerly of the schooner George and mate on the Wiley M. Eagan has been appointed to the command of the Eagan.

S. F. Hodge & Company, are building a triple compound engine for the new boat under construction at Craig & Son's yard, Trenton. The engines are 18, 36 and 48 by 40 inch stroke, known as Hodge's best triple compound.

The Frontier Iron Works are building the machinery for two of the steamers under construction at Wheeler's, West Bay City yard, the dimensions of which are for the triple compound 20, 32 and 52 by 40 inch stroke, and for the steeple compound 24 and 46 by 36 inch stroke.

T. McGregor is building two Scotch boilers for the new steamship under construction at Craig & Sons yard, Trenton, for J. C. Gilchrist. Dimensions 10 feet diameter by 11 feet long, to carry 150 pounds of steam. Two Scotch boilers of the same dimensions and power as the above for two steamers building by Wheeler at West Bay City and another for Wheeler, 12 by 12½ to be allowed 116 pounds of steam.

The propeller Vernon, is to be sold soon on Wednesday.

Davis' fishing tug Angler is having her boiler repaired at the Riverside Iron Works.

The propeller Vernon, which has been libeled for sinking the schooners Watson and Senator at Detour, was sold at auction on the 20th inst. by order of the United States marshal. She classes A1, and has a registered valuation of $40,000. The sale is subject to a season's contract for towing.

Samuel Martin, a sailor, was killed by lightning on the schooner Victoria in a storm on Lake Huron last week, Friday, and was buried at Sarina Saturday. He is supposed to have relatives at Cheboygan or near Lansing. He was struck by lightning while handling a sail.

The Peninsular Car Co. has decided to ship about 1,500,000 feet of lumber by rail out of Bay City.

The Canadian schooner Sir C. T. Van Strawbenzie is receiving a new mainmast at the Detroit drydock.

S. A. Murphy intends compounding the engine of the steambarge C. W. Chamberlain next winter, to better fit her for the work of towing. He is paying special attention to a sprained ankle just now, which he received in Chicago last week, by stepping on a tie which turned over.

The tug Moore, of Grummond's line, arrived last week with the schooner Thomas Parsons in tow. The Moore did a quick piece of wrecking. The Parsons is loaded with iron ore. Nearly all of the cargo was saved.

The tugs Hector and Rooth, of Carter's Port Colborne line, are the latest additions to the Detroit and St. Clair river force. Captain C. S. Carter, who commands the Hector, says that all business in Canada, especially marine business, is dull. The enlargement of the canal has not brought a boom to his business, nor to the section of country through which it runs. He thinks, however, that transportation of grain to the seaboard has been made cheaper by the improvements. There are a great many vessels now towing behind the steambarges, and the Canadian owners are amalgamating so that the individual interests are incorporated into lines. This business of schooners being taken into lines is what is hurting the tug business.

The steamer Riverside picked Henry Malosh and another young man from the bottom of the yacht Long Branch on Saturday. They had capsized and were floating down stream, off Fighting island, when rescued.

The tugs Swain and Champion passed down Saturday with rafts aggregating 4,000,000 feet.

The tug Oswego is again assuming shape. She will be ready for business soon.

A disaster, which involved the loss of four lives, occurred on the Detroit river Saturday night. The four persons drowned were Christopher Nicolaus and wife, Jacob Bachmann and Jacob Rohler. They hired a small boat from Herman Schmidt, foot of Frontenac street to visit Canada, about 7 o'clock in the evening and made the crossing in safety, but on the return after 10 o'clock they ran into one of the paddles of the City of Mackinac, which struck the frail craft on the beam and broke her in two, amidships. The force of the blow threw the occupants into the water and they were drawn under the steamer before aid could be rendered. Captain McKay, of the steamer, was made aware of the accident almost as soon as it occurred, and at once made haste to render assistance to the drowning persons. The steamer was stopped, and a lifeboat manned and lowered. The rescuing party could find no trace of the unfortunates, although the search was continued for a considerable time in the hope that some of them at least could swim and had managed to keep afloat. A section of the wrecked boat was picked up, but nothing further was discovered, the remainder of the wreckage having floated down stream.

The S. J. Macy and consort went on Elk Island. They are not damaged.

The schooner Jennie Mathews and steamship Rube Richards were in the Detroit drydock.

The waterlogged barge Waverly was brought down from AuSable with Leahy's steam pump on board. She is discharging her cargo here and will be repaired.

Murphy's boats, the Josephine and M. C. Upper, will be ready to leave Cleveland about the latter part of this week. Murphy now says he expects to have the boats Americanized. The repairs on the Josephine amount to $1,700 and the Upper's bill will foot up about $3,000.

DULUTH.

Special to the Marine Record.

It is said that the Minnesota Iron Company, at Two Harbors and Tower, will have built and launched as fast as possible a fleet of nine large steam ore carriers to cost $120,000 each, to be followed by consorts.

The side wheel steamer Emerald, owned at Bay City, has been purchased by Duluth parties and will be brought here at once.

The Herald says the difference between tug and vessel captains will cordially welcome some dredging improvements in the slips at the elevators. As it is now only the sides of some of the slips are dredged out to a sufficient depth to allow the passage even of tugs, and turning around without backing up a considerable distance is out of the question. It is probable that there will be something done in this matter soon.

Both the Record and Cora B. are used in towing logs most of the time, and yet at the present rate of progress there is two months work to be done in that line.

EAST SAGINAW.

Special to the Marine Record.

The past week has been an unusually lively one, a fair-sized fleet having been in port, and all chartered before arrival here. There is considerable demand for carriers, especially to Ohio ports, and but few boats to be had unless chartered ahead. There was some talk among dock wollopers of raising wages to 60c per hour after August 1st, but nothing certain is known yet. It is hard to say, however, what another ten days will do.

Edward Smith, vessel broker, etc., of Buffalo, was in the city during the week.

The Saginaw river line have concluded to put a new boiler into the steamer Chas. P. Fish, and have contracted with Weidman Bros. for the same.

The hull of the old steamer Geo. L. Dunlap, which was run ashore near the mouth of the river this spring, was set on fire Wednesday night and burned completely up. The Dunlap was to have been converted into a lumber barge next winter, and would have made a good one.

The river line steamers Burt, Lucile, and Fish are enjoying splendid patronage these hot days.

B. H. Muehle, who has charge of the Saginaw river improvements, was at Bay City Wednesday with his steam launch, Frank Tracy, for the purpose of putting a dredge at work in the channel at the bay; but owing to the heavy sea did not go out. About $6,000 will be expended at the mouth of the river.

The tug Nat Stickney had a new Farrar & Treft wheel put on at Bartlett & Co.'s slings Wednesday.

The steambarge M. Sicken and tow, all coal laden, are in the river unloading.

Captain Henry Pendell has sold to Captain Brown, late of the steambarge White and Friant, his fine barge Dorcas Pendell for $16,000. The Pendell is a new boat, was built under Captain Pendell's personal supervision, and is, therefore, a better article than the average.

L. P. Mason is contemplating the purchase of a fine steam yacht for his Bay Port resort.

The tug Robert Weideman has run twenty-four hours each day since the opening of navigation, and has yet to pay one cent for repairs. Who can show as good a record?

The lighter E. J. Ring, owned by Cross, Gordon & Randall, took on a load of lumber, consisting of 190,000 feet, at Green's mill, a few days since. While she was being turned to made a landing at the Michigan Central railroad dock at Saginaw she careened and her cargo was dumped into the river, and was carried by the current over a wide surface of the river

SHAW.

PORT HURON.

Special to the Marine Record.

The steambarge Rudolph, that was burned last fall on Lake St. Clair, will be ready to leave here in a week, entirely rebuilt. She will be one of the finest steambarges of her kind on the lakes.

There have been no less than twenty men here looking at the old barge Burnsides, now lying at the Wolverine drydock. She was sold at marshal sale on Saturday, and was bid in at the small sum of $975. It will take $1,000 to put her in shape for lumber and then she will be worth $4,000. Captain Chilson, of the schooner C. H. Burton, was the lucky man who drew the prize. She will tow with the steambarge H. C. Schnoor.

The schooner Corsican is in the Wolverine drydock, receiving a general overhauling and a new foremast. She will be ready for sea in a few days.

The barge Col. Bracket is in Dunford & Alverson's, will be recalked, receive some new plank, and a first-class steel arch. When completed she will go in the tug J. P. Clark tow from AuSable to Ohio ports.

The barge Yankee is in Wolverine drydock being recalked and will receive other repairs. The steamer J. H. Prentice was in the same dock for repairs to her bottom, having been ashore on Presque Isle, Lake Huron.

Steamer Mary put in a new Trout wheel at Dunford & Alverson's drydock.

Captain Vic Bonnah, Jr., formerly of the schooner A. G. Morey, of Grummond's line, will have command of the tug Oswego, of the same line, now being rebuilt at Detroit.

Steamer A. J. Wright is making regular trips and has lots of freight all along the lake shore.

Tug Sweepstakes passed down, as usual with a big tow of six vessels. Captain John Miller can get there if he has half a show

JAY.

LAKE FREIGHTS.

A fair demand for coal tonnage, and a rather easy ore demand are the main features of the market at present. The following rates are quoted:

ORE.	
Escanaba to Chicago	95c
Escanaba to Ohio ports	1.60
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2.25
Two Harbors to Ohio ports	2 50
GRAIN.	
Wheat, Duluth to Buffalo	6c
Corn, Chicago to Buffalo	2¾@3c
Wheat, Chicago to Buffalo	3@3¼c
Wheat, Milwaukee to Buffalo	3¾c
Wheat, Detroit to Buffalo	3c
COAL.	
Buffalo to Milwaukee	1 00
Buffalo to Chicago	1.00
Buffalo to Duluth	75c
Cleveland to Milwaukee	90c
Cleveland to Chicago	1 00
Cleveland to Duluth	85c
LUMBER.	
Bay City to Tonawanda	$2.25
Bay City to Ohio ports	2 00
Saginaw to Tonawanda	2.37½
Saginaw to Ohio ports	2.12½

THE FOURTH OF JULI(A).

JAIL, TEASPOON CORNERS. N. Y.,
July, 6 1887.

Sepcial Correspondence to the Marine Record:

The following correspondence having passed between a young graduate of a theological seminiary and myself it is respectfully referred to you, by the society for the prevention of cruelty to animals, for publication.

The Second Engineer:

DEAR SIR: I am a young man, a graduate from one of the greatest institutions of learning in the country and in recognition of this fact my fellow townsmen have requested me to deliver a lecture on the Fourth, showing why we celebrate the Fourth of July, and the relationship of the constitution and declaration of independence to the people.

As my duties at school were fully taken up in the study of other things, I am free to confess that I am not as well prepaired to handle the subject as I ought to be, and therefore, shall deem it a great favor, if you will give me a few suggestions.

You are also requested to be present at the entertainment and hear what I may say.

Yours truly, ROBERT SMARTY, D. D.

Robert Smarty, D. D:

DEAR SIR: Appreciating the invitation just received to be present and hear your speeh on the Fourth, still I must beg to be excused from the task, in fact I deem it unjust to take advantage of a prisoner, and inflict any greater punishment upon an offender against the law than that imposed by the court, therefore I trust you will let me rest in peace within my prison cell and not drag me fourth to hear you spout on the Fourth of July.

However, I am willing to help you all I can in your profound undertaking,

The declaration of independence, is an elastic document, made in the beginning to stretch over and cover up the iniquities of both political parties, and it has been contorted so often as to have partially outgrown its original condition.

As to the author of the constitution very little is known save that years before the birth of this republic, this constitution was used in working a lodge of Indians at Jedo, and that it was brought to this country by the grand master, who subsequently used it in a granger's lodge down in Ulster County, N. Y.

The Fourth of July is an abreviation of two words, of ambiguous meaning, and came into general use as follows:

When John Smith discovered Amsterdam in 1534, he had in his employ four men named respectfully Jim, Bill, Tom and Jack, all of whom, loved a young lady, a daughter of the leading scribe, of the place. Her name was Julia. Now it chanced that Julia, being a Boston girl, invited the four ardent lovers to visit her one evening, which they did. The evening was pleasant, and the rain dashed against the roof, while soft streaks of sunlight fell in yellow glory over Julia's chesnut gray hair. The fair swains were stuck, in fact Gibbon, the historian, in speaking of them, says very eloquently that "The intrepid quartette was profoundly gone on the Psyche-formed Julia." So at ten o'clock Bill, resolving to see how matters stood wrote, a note to Julia and asked her who of all the company she liked the best, to which she replied, with womanly modesty, "all of them."

Bill soon discovered that she was willing to marry the four lovers, and in order that he might get more solid with her, he jumped up and grasping his broad ax, which he wore suspended to a silken cord at his girdle, he said, "by the great sun I swear to keep, while life shall last, one fourth of Julia," meaning you remember, one fourth of Julia's love. That very night the war broke out in two places and Bill fell from his horse and was wounded. He lingered in mortal agony for three days and then died, his last words being, remembered that I died nobly and that to the last I was true to one fourth of Julia.

So the modern Fourth of July is really a modification of the same old story Ibid Z. 24.—

You will excuse me from any further comments as I am writing a work on scientific engineering, which for simplicity will stand in the front rank. SECOND ENGINEER.

VESSELMEN AND CAPTAINS,

Please bear in mind, that the undersigned firm, established since 1866 in this city, are making a specialty of supplying vessels with ☞ *Comfortables, Blankets, Table linen, Towels* etc., and sew *to order* ☜ at the *shortest notice, Sheets, Pillow cases*, etc., and any necessary equipments for bedding. Also, are we the only manufacturers in this *city* who *retail* direct to the consumer all kinds of ☞ *Flannel Shirts*, double and single-breasted, real home-made in size, fit and sewing, *Overalls, Jean Pants*, or make them ☞ *to order* ☜ for the same price as we sell our ready made garments. ☞ Our *new cutter* ☜ takes measures for the most stylish *Cassimere Suits, Wedding Suits*, etc., and guarantees the best fit for the lowest prices, because he wishes to advertise himself and has *no expenses*, being in our store, free of rent. *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O.

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Length over all, 52 feet; beam, 13 feet; depth of hold, 5 feet 8 inches; net tonnage, 7.38. Engine, 10x12; upright steel boiler. One year old, and in first-class order. Address,

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Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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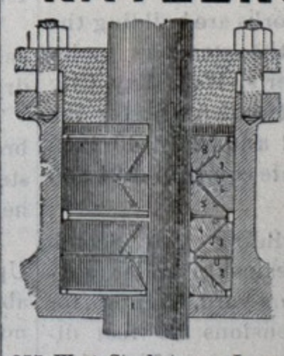

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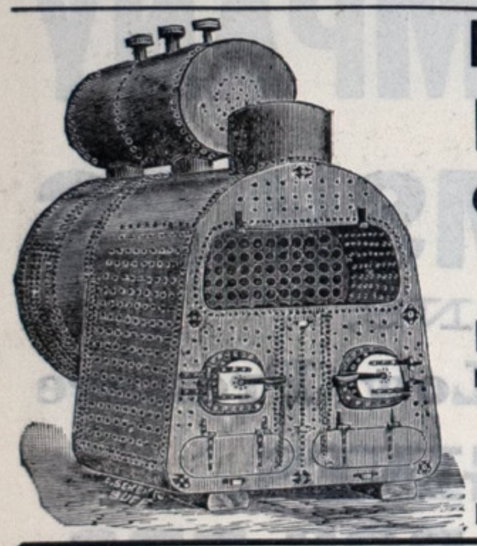

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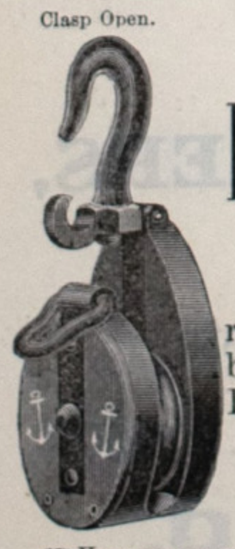

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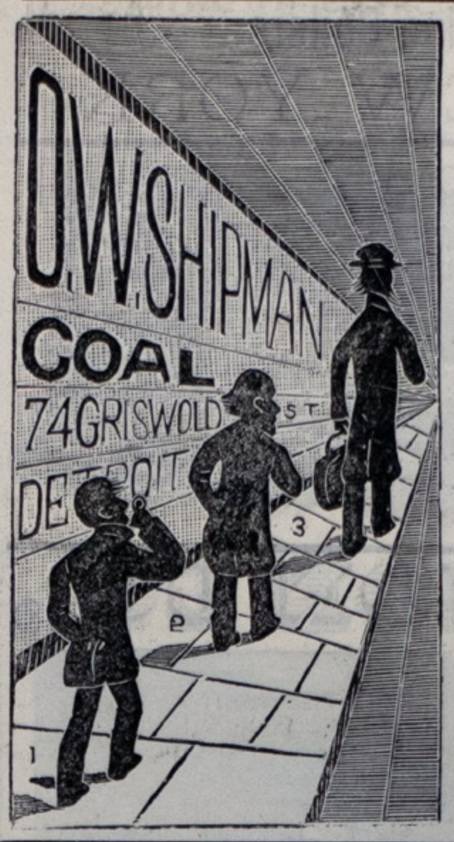

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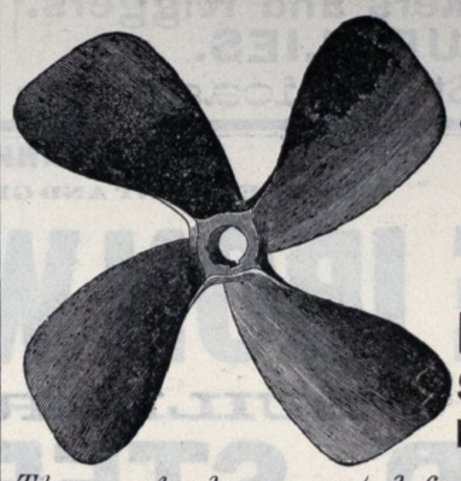

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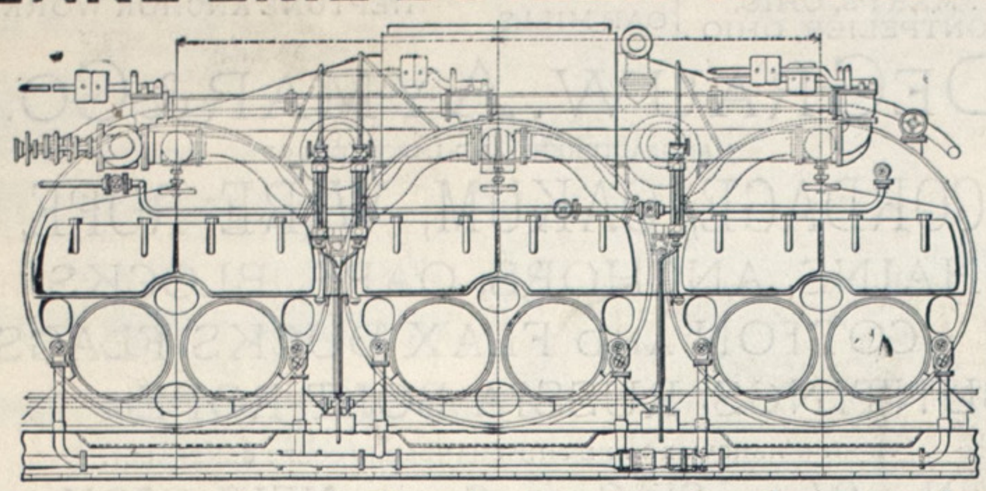

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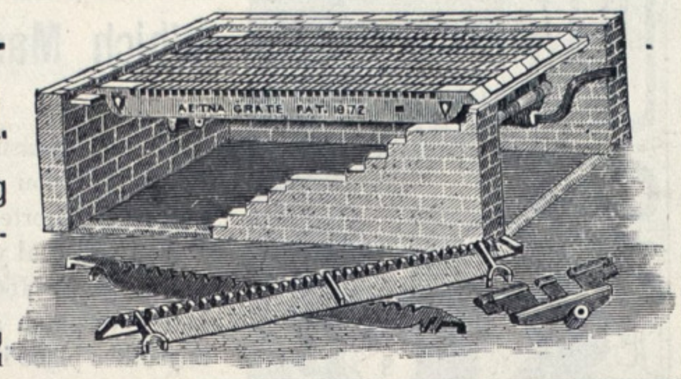

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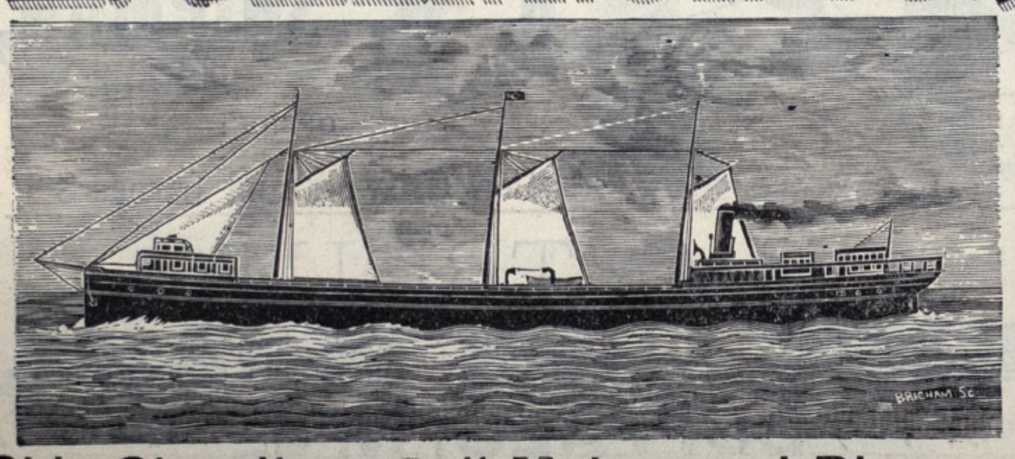

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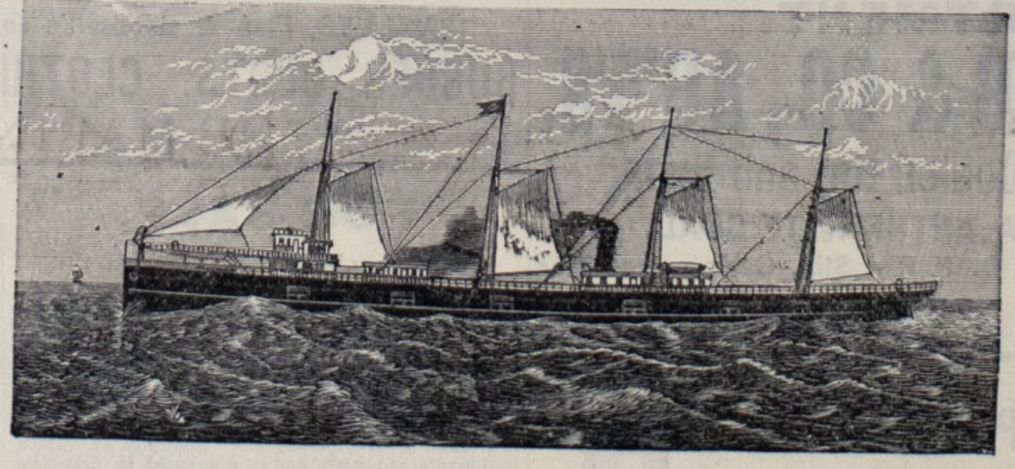

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